

Table 5.25 summarizes the evaluation criteria, the “shortlisted” alternatives and the rating they received for each of the evaluation criteria.

Table 5.25		EVALUATION OF ALTERNATIVES					
		Alternatives					
		1	1A	1B	3	3A	4
Evaluation Criteria	Safety						
	Capacity						
	Local Street Ramp Spillback						
	Lane Balancing & Lane Continuity						
	Access Management						
	Weave Removal						
	Constructability						
	Consistency with Local Plans						
	Cost						
	Preservation of Future Improvement Options						
	Right of Way Impacts						
	Ability to Sign						
	Pedestrian Access						
	Environmental Impacts						
Estimated Cost (millions)		\$11.8	\$21.6	\$13.7	\$21.4	\$17.5	\$11.8



5.4 Evaluation Analysis of Alternatives

Based on the above criteria each alternative was analyzed with specific interest on their strengths and weaknesses. Table 5.26 is a summary of the analysis of alternatives.

Table 5.26		ANALYSIS OF ALTERNATIVES	
Alternative		Explanation	
1 – Conflict Management		The alternative improves the safety and capacity in the corridor and reduces the number of conflict points through access management. An additional signal between the 150B off ramp and the intersection channelizes the movements across Route 11 between the two truck facilities. This includes mid-block pedestrian movements. One major concern is the potential back-up on Route 11 NB due to the poor circulation and limited access into the Pilot Station. The costs and right of way impacts for this alternative are average. The exception to this is the overall impact to the Pilot Station site with the lack of flexibility to reconfigure the site to accommodate one way truck movements.	
1A – Access Management		The alternative improves the safety and capacity in the corridor and has the greatest reduction of conflict points through access management. Based on a review of the vehicle types, number of conflict points, and reduction of capacity due to slow movements in the corridor between the 150B off ramp and the intersection the entrances in this area were closed with the exception of the Hardees right in/right out entrance. The costs and right of way impacts are high for this alternative due to the property impacts along Route 11.	
1B – Truck Stop Acquisition		The alternative provides limited safety improvements and improves capacity in the corridor. Conflict points are eliminated due to the purchase of the major truck facilities on both sides of Route 11. No other safety improvements are provided with this alternative. The costs are relatively low for this alternative; however the right of way impacts are high.	
3 – Loop Road		The alternative improves the safety and capacity in the corridor and reduces the number of conflict points through access management. An additional signal between the 150B off ramp and the intersection channelizes the movements across Route 11 between the two truck facilities. This includes mid-block pedestrian movements. A loop	

	<p>road from Route 220A to Route 11 has been incorporated to reduce volumes through the Route 11/220/220A intersection headed northbound on I-81 and Route 11. One major concern is the potential back-up on Route 11 NB due to the poor circulation and limited access into the Pilot Station. The costs and right of way impacts for this alternative are high. This includes the overall impact to the Pilot Station site with the lack of flexibility to reconfigure the site to accommodate one way truck movements. The loop road was not considered a significant right of way impact to the large tracts it passes through as it opens access to the remaining acreage for development.</p>	<p>provided access further to the south along Route 11.</p>
3A – Loop Road and Route 11 Median	<p>The alternative improves the safety in the corridor and has a high reduction of conflict points through access management. A loop road from Route 220A to Route 11 has been incorporated to reduce volumes through the Route 11/220/220A intersection headed northbound on I-81 and Route 11. Right in and right out movements are allowed along Route 11. The loop road allows for full vehicular access to both directions of the interstate. The costs and right of way impacts are high for this alternative. The loop road was not considered a significant right of way impact to the large tracts it passes through as it opens access to the remaining acreage for development.</p>	
4 – Removal of I-81 NB On-Ramp	<p>The alternative improves the safety and capacity in the corridor and reduces the number of conflict points through access management. An additional signal between the 150B off ramp and the intersection channelizes the movements across Route 11 between the two truck facilities. This includes mid-block pedestrian movements. This alternative provides the greatest capacity due to the closure of the existing I-81 NB on ramp. By closing the existing ramp fewer vehicles will travel through the Route 11,220,22A intersection. This ramp will not be demolished due to the potential use for maintenance of traffic for future interstate widening. One major concern is the potential back-up on Route 11 NB due to the poor circulation and limited access into the Pilot Station. The costs and right of way impacts for this alternative are average. The exception to this is the overall impact to the Pilot Station site with the lack of flexibility to reconfigure the site to accommodate one way truck movements. A feature common to all alternatives and not addressed in the analyses is the closing of entrances to the properties west of and adjacent to Route 220 between Route 11 and Exit 150A. These properties likely will be</p>	